



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

NEAR OR FAR
IS THE SAME
TO YOU
WHEN YOU USE
LAZARUS'
BIFOCAL GLASSES.
N. LAZARUS,
Optician,
13, Queen's Road C.

No. 20,040 號十四零萬二第 日二十廿月七年戌壬 HONGKONG, WEDNESDAY, SEPTEMBER 13TH, 1922. 三拜禮 號三十月九年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S
ITALIAN
VERMOUTH

With Cold Water.

OF ALL DEALERS.

(13)

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Beaconsfield Avenue

(56)

A LING & CO.,

19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE

Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone Central 1219.

(57)

FRENCH LESSONS

G. MOUSSON,

16, Morrison Hill Road.

(39)

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.40 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.30 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.00 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.
7.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.15 " " 12.00 noon " 10 " "
12.00 noon " 4.00 p.m. " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.30 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.00 p.m. to 11.45 p.m. every 15 minutes

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Compro Order represented
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, September 15th, 1922 until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223	No. 1224	No. 122
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THE SANITARY BOARD.

BATH WATER AND FLUSH SYSTEM CROPS UP AGAIN.

A meeting of the Sanitary Board was held yesterday afternoon, the Chairman of the Board (Mr. G. R. Sayer) presiding. There were also present the Director of Public Works (the Hon. Mr. T. L. Perkins), the Hon. Mr. Chou Sheu-son, Mr. C. A. Alabaster, Dr. F. M. Ozorio and the Medical Officer of Health (Dr. W. W. Pears).

The Chairman, after stating that a number of letters had been received approving the erection of certain water closets, went on to deal with an application relative to the flushing of water closets on inland lots Nos. 2,308, 2,309 and 2,310, Magazine Gap Road.

In reply to a minute on the subject by Mr. Alabaster, the Chairman said the position was a bit confused. Originally they had applied for permission to put in closets flushed with bath water and the Board had recommended this to the Government. The Government had replied approving provided that the water was supplied from an independent source. As this was rather vague the Government was again approached as to whether bath water would be regarded as an independent source. Subsequent to this the Government had replied that it was not prepared to recommend that bath water be used for the purpose. The application now before the Board was for permission to draw water from the main.

The Director of Public Works expressed a strong objection to the application. He mentioned that the houses in this vicinity were drawing their water supply temporarily from the Peak District and pointed out that hundreds of houses would be built in that district in the course of time and if the Board approved the present application, other people would claim the same rights and privileges. He also objected to the application for other strong reasons.

Mr. ALABASTER asked if any difficulty would be experienced in drawing the water from an independent supply a nullah for instance.

The Director of Public Works said there was a nullah but that it was very expensive to lay on a supply from a nullah. Then, again, there was the probability that the nullah would run dry.

In reply to Dr. Ozorio, the Director of Public Works said he could hardly go fully into the reasons for not recommending this, but he assured Dr. Ozorio that they were good and sufficient and much too complex to deal with in detail at that meeting. He moved that the application be not approved.

This was seconded by the Chairman, who pointed out that the Board could refuse the present application, and inform the applicant that they were referring the matter back to the Government.

The motion was put and carried.

The rest of the business before the meeting was purely formal.

A CURIOUS STORY.

WOMAN WHO WAS HYPNOTISED INTO GIVING TO CHARITY.

A Chinese described as a monk was charged before Mr. R. E. Lindsell, yesterday morning with having fraudulently obtained \$5 from a Chinese woman.

The woman said the defendant came to her house and asked her to contribute to the Swatow Relief Fund. "He moved his hand across my eyes," she said, "and got me into a trance, and while in this state I gave him \$5." She informed the police immediately, and when he came again on the following day, she gave him in charge.

The police said that defendant had been here only 8 days and had no fixed abode, but he had referred to a certain monastery, and enquiries there showed that he did belong to the Order. He had some local and Macao pawn tickets in his possession. The police, however, were not in the position to prove that the defendant was not a bona fide collector for the Swatow Relief Fund. He had with him two subscription books, one for European and the other for Chinese subscribers.

Defendant told the Magistrate that he did not make any deduction from the donations for himself, but turned all the money he raised over to the monastery. He admitted that he had to live by his own resources everywhere he went.

The Magistrate discharged the defendant.

TRAM CAR INSPECTORS' DIFFICULTIES.

UNRULY MORNING CROWDS AT TAIKOO.

The difficulties which the Hongkong Tramway inspectors have to contend with, in carrying out their duties in the Taikoo district, were revealed in a Police Court case before Mr. R. E. Lindsell, yesterday morning, when a Chinese was charged with assaulting a Chinese inspector of the cars.

The Chinese inspector said that about 7 o'clock the same morning he boarded tram-car No. 42, at Quarry Bay, which was travelling in the direction of Taikoo Docks. He asked the defendant for his ticket. The defendant said he had a ticket, but he refused to produce it in spite of many requests to do so. He later saw the defendant buy a ticket. When the tram stopped near the Taikoo Sugar Refinery the defendant incited a number of coolies to assault him. Witness was struck on the face and body by the defendant and ten others. He seized the defendant and with the assistance of Inspector Glandinning turned him over to the police.

Perry Glandinning, the Tramway Co.'s traffic inspector, stated that seeing No. 42 was stationary near the Sugar Refinery and that there was a commotion in the car, he ran towards it and saw the defendant punching the Chinese inspector who was getting up from the floor. The fight stopped directly the witness arrived. The defendant was caught but the other assailants escaped.

Witness added that great difficulty was experienced by the Chinese inspectors in the course of their work on this section of the line. The passengers had been in the habit of standing on the footboard. These passengers refused to buy tickets unless they were forced to do so. The Chinese inspectors feared these people so much that European inspectors had to be sent along each morning.

The Magistrate imposed a fine of \$25 with the alternative of one month's imprisonment, and warned the defendant that at a repetition of the offence would mean a term of imprisonment.

BUFFALO'S BID FOR FREEDOM.

ENDS IN DEATH BY COLLISION.

The story of a water buffalo's bid for freedom whilst on its way to the slaughterhouse at Kennedy Town, and how it met its death prematurely is contained in yesterday's police reports. The animal was being driven along Connaught Road West when it made a wild dash for liberty. In its mad career it knocked down a coolie, who was so badly injured about the head that he had to be sent to hospital for treatment. Continuing its headlong flight the animal dashed down a side lane in Des Vaux Road West, where it charged into a motor-car, No. 258, belonging to the Moon Garage. The bullock was killed instantaneously by the force of the impact. The motor-car was but slightly damaged, one of the mudguards being buckled.

Later the carcass of the animal was removed to the slaughterhouse.

NEW ARABIAN NIGHTS' STORY.

THE BODY IN THE TRUNK.

The mystery of a dead body found in a camphor wood box in Robinson Road has been solved. It turns out to have been another case of "dumping" a dead body, frequently resorted to by the Chinese.

The deceased was found to be a brother of a "boy" employed at St. Joseph's College where both worked. The brother died, apparently from natural causes, and for some reason best known to himself, the defendant hid the fact of his brother's death from the Director of the College, and, introducing a substitute, obtained leave for the deceased to go to the country. He bought a camphor wood box, and placed the dead body in it. He then secured the assistance of the substitute to carry it away late at night and dump it in Robinson Road.

The Magistrate imposed a fine of \$200.

ANOTHER FATAL MOTOR ACCIDENT AT WHITFIELD.

On Sunday a coolie died in hospital as the result of injuries received in a motor-car accident at Whitfield, on the previous Friday. The coolie was crossing the road when he was knocked down by a private motor-car No. 332, belonging to Mr. H. Taylor.

This is the third fatal motor accident at this spot during the past month.

DEVELOPMENT OF LABOUR GUILDS IN HONGKONG.

The following is an extract from the Report of the Secretary for Chinese Affairs for the year 1931:—

A most noticeable feature of the year was the continued development and re-organization of guilds, brought to more particular notice by a series of disputes between masters and men in various industries, with which this office was closely concerned. The following strikes were declared or averted in 1931:—

Shipwrights and carpenters.
Rattan furniture-makers.
Sandalwood workers.
Camphorwood box-makers (no guild).
Tea box makers.
Mason and quarrymen.
Eating house employees.
Matched builders.

A number of new guilds were started, and in addition many long-established ones redrafted their regulations, and made every effort to make their membership comprehensive in the craft which they represent. Intimidation with the object of compelling men to join a guild, became common, notably among the copper-smiths and rattan furniture-makers; there was keen competition between rival guilds in the endeavour to enlist the same members.

The total number of new trade societies reported to this office since the repeal of the old Societies Ordinance up to the end of the year is as follows:—

Masters' Societies	1221	1930
Men's Societies (trade union)	12	11
Masters and Men's joint societies/guilds	70	81
	17	20

TERRIBLE HAVOC AT MOKANSHAN.

TWO FOREIGNERS' LIVES LOST DURING TYPHOON.

DISASTROUS LANDSLIDE.

The typhoon which just missed Shanghai has taken a terrible toll at Mokanshan, both in death and damage to property and the popular holiday resort now lies in a dreadful state, says the N. C. Daily News. A few particulars are available through a letter received by Mr. J. J. Evans from his father and brought down by a gentleman who, the letter stated, proposed getting down as best he could to Wukong, taking a boat from there and afterwards travelling by whatever means was possible, the mountain being cut off from all the ordinary routes. He managed to get through somehow, for the letter was posted in Shanghai.

Mr. Evans' letter is dated last Saturday. He said that they had experienced a constant storm since the previous Monday and it blew terribly until the Friday, with heavy rains constantly night and day. That morning he got the first news as to what had been going on with other people, for it had been impossible to venture out before.

The first tragedy was the death of Mrs. James Ware. She had been unwell and died of heart failure during the storm. The house had been rendered absolutely unfit to live in, but somehow, arrangements were made for the funeral.

Still worse happened on Friday. About 4 or 5 p.m. there was a landslide from below the Methodist Episcopal Ladies Home which carried away everything in its path until reaching the bathing pool. At that time several people had ventured into the pool and on to these there were swept the ladies' dressing room and a number of uprooted trees. Many were injured, whilst Mr. King, of the C.M.S. Mission, who was in the deeper part, had his head crushed in and was killed instantly. The body was swept away and was recovered later some distance down the hill. His wife was in the shallow end and sustained minor injury.

There were also two boys in the pool, one being the son of the Rev. R. W. Wilson. They were overwhelmed by a mass of trees, but were able to crawl out without any serious injury.

Mr. Evans says that the roads are so washed out that it is impossible to get past Yuen Tai's. The old house wall has fallen into the roadway and rendered it impassable. The plain is five feet under water and no mail can get through, nor can chairs go either up or down the hill.

LIVING COSTS IN KUALA LUMPUR.

What does it cost a married couple to live on quietly in Kuala Lumpur, asks the Malay Mail, which continues:—A Government official has put the figure at \$700 to \$800 a month if a motor-car is kept. We have before us the monthly accounts of a married couple who are in the Government Service, but who live in Kuala Lumpur, pay more than \$100 a month for rent and keep a car. The average expenditure works out at \$747 a month and in this total is included the following monthly averages:—

Food (including firewood and cook's transport)	\$145
Drinks	33
Wages (including dhoby)	33
Motor car (including driver's wages)	93
House requisites	47
Cigarettes and tobacco	21
Doctors and medicine	20

Other items being telephone subscription, clothes, clubs, stationery, stamps, subscriptions, electric light, and books. Government officials only pay a small house rent, so it would appear that the first official figure of \$700 is correct. But in that figure it is not possible to do any entertaining, to get away from Malaysia for a short holiday or to save anything for an emergency. It means carrying on without any margin and with a certain amount of anxiety.

SPORT.

INTERPORT LAWN BOWLS.

HONGKONG & SHANGHAI LAWN BOWLS CLUB.

The N. C. Daily News of September 7th says:—

This match, which was played yesterday, proved to be most exciting, the club winning by one shot. The visiting team was changed from that which met the Recreation Club, Gerrard and Russell playing in place of Lapsley and McMurtrie. The start was disastrous for Hongkong, the locals scoring a three at the first end, and following with three singles, a two, four, and another three, so that at the conclusion of the 7th end the Lawn Bowls Club were 15 to Hongkong's nil. At this stage the visitors scored a single and were loudly applauded, but the Club then got a single at the next thus making the score 16/1 at the 8th end.

The Hongkong four now settled down, and put up one of the best fights against odds ever seen here. They scored a single, a three, a two, and a five to their opponents' two, which brought the score at the 15th to 18/12 in favour of the Lawn Bowls Club. The home side then scored a single, whereupon Hongkong replied with two twos and a three, making the board dead 19 all at 19 ends. The 20th was productive of some excellent bowling, particularly by Gerrard, who laid two beauties. Russell, unfortunately, knocked one of Large's woods in and robbed his own side of the lead. This ball could not be removed and later was added to by Bell, giving the club a lead of two shots. At the last end Hongkong scored a single leaving the home side winners by 21/20.

Hongkong experienced hard luck on two occasions, once at the 15th when Bell slipped in and laid the shot at a time when the visitors were lying, and at the 20th as above described. It probably made all the difference in the result. For the visitors Ferguson and Wallace played well, the former particularly so, Gerrard was brilliant when he got going and Russell did some good work at times. On the Lawn Bowls Club side all played well throughout, Robertson in particular standing out in the earlier and latter stages of the game.

Sides and Scores:—Hongkong:—R. Wallace (skip), J. Ferguson, J. Russell and W. Gerrard—20.
Shanghai Lawn Bowls Club:—A. D. Bell (skip), G. L. Campbell, J. M. Robertson and F. Large—21.

HONGKONG & YANGTSEPOO BOWLS CLUB.

The N. C. Daily News of September 8th says:—

The Hongkong Interport team travelled down to Wayside Park yesterday to try conclusions with the "big four," and it must be admitted that they did remarkably well. The result of the game was a victory for the Yangtsepoob Club by two shots. The game was full of thrills throughout, especially at the seventh when Malcolm carried the jack and gave his opponents six. This made the score read 10/7 in favour of Hongkong. At this stage the Waysiders piled on eight in four ends, getting a lead of five at the 11th. The visitors, however, stuck to it doggedly and the last remaining ends saw some wonderful bowling. The colony added eight more to the "big four's" five, and left the Yangtsepoob Club winners by two shots—20/18. The 11th end was noted for Malcolm's remarkable shot in placing the jack in the ditch which robbed Hongkong of three; also at the 17th when Yangtsepoob lay four—Wallace came up and cleverly drew the shot. Taking it all round the Hongkong team are proving a tough handful, and great things are expected of them in the interport matches. The whole team played splendidly as a combination, with Wallace and Gerrard a little prominent. On the home side Malcolm and Macgregor were the pick, showing much the same form as they exhibited in the recent pairs final.

The teams were:—Hongkong:—R. Wallace (skip), W. Gerrard, J. McMurtrie and R. Lapsley—18.
Yangtsepoob Bowls Club:—G. McMurtrie (skip), A. A. Malcolm, A. Macgregor and F. Ferrer—20.

BIG P. & O. LINERS TO ENGLAND.


"MACEDONIA" AND "MANTUA" SAILING THIS MONTH AND NEXT.

We are informed by Messrs. Mackinnon, Mackenzie & Co., agents of the P. & O. S. N. Co., that the following P. & O. mail steamers will be despatched from Hongkong for Marseilles, Gibraltar, Plymouth and London via the usual ports of call, including Bombay, where these vessels pick up the Indian mails:—S.S. Macedonia, 10,612 tons gross register, September 27th; s.s. Mantua, 10,902 tons gross register, October 25th.

These vessels, which are ordinarily on the Australian and also the Bombay mail services, have excellent accommodation for both 1st and 2nd. saloon passengers, and each steamer is capable of accommodating 250 and 140 second, for whom spacious deck space is provided. In addition to the ordinary cabins, a number of bedstead cabins for one or two passengers are situated in the 1st. saloon.

The voyage from Hongkong to Marseilles will occupy about 31 days, and passengers will have the opportunity of proceeding from Marseilles overland by the P. & O. special train which runs in connexion with these steamers. Those who prefer to proceed on in the steamer from Marseilles to London should arrive in London about six days after the arrival date in Marseilles. Intending passengers are recommended to make early application to the agents in order that they may secure the best of the remaining available cabins.

Lincoln Bennett Hats



HATS AND CAPS OF EVERY DESCRIPTION.

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WELL DRESSED MEN THE WORLD OVER FOLLOW LONDON FASHIONS.

LONDON FASHIONS IN MEN'S HEADWEAR HAVE FOR OVER A CENTURY BEEN CREATED BY—

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NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "HYSON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th September. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 2nd Oct., or they will not be recognised. No Fire Insurance will be effected by the STEAMSHIP CO. LTD. Agents.
Hongkong, 13th September, 1922. [1453]

JAVA-PACIFIC L.N. 12
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO & PORTLAND.

THE Steamer "TALEBOET" (1st) having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the Wharves delivery may be obtained. Goods not cleared by the 15th Sept., 1922, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 15th Sept., 1922, at 10 A.M. Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by J.A.V.A. CHINA-JAPAN L.N. Agents.
Hongkong, 13th September, 1922. [1454]

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall—56' 0".
Breadth moulded—14' 6".
Depth moulded—3' 6".
Draft moulded—18" to 19".
D.W. capacity on above draft—3 tons.
Speed—8 1/2 knots.
Engines—Twin set "Klein" Motors, each 30 h.p.
Installed with Electric Light.

Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall—29' 10".
Breadth—7' 5".
Draft (approximate)—18".
Engine—"Klein" "Paraffin" Motor.
Price \$1,800 or near offer.

Apply

NESTLE & ANGLO-SWISS CONDENSED MILK CO.
11, QUEEN'S ROAD CENTRAL.

TEOFANIS "KING'S OWN"

SANDORIDE'S "CLUB" CIGARETTES.

Speak for themselves! Call for free sample.

HONGKONG CIGAR STORE.
WHOLESALE AND RETAIL AGENTS.
[1458]

THE CORONET
TO-NIGHT TILL THURSDAY.

MARY PICKFORD

HEART O' THE HILLS.

KOWLOON THEATRE.

FINAL EPISODES

JUNGLE GODDESS.

INTIMATIONS

HONGKONG HOTEL CO., LTD.
MR. THOMAS ANDREW BARRY has been appointed Acting Secretary of the above Company as from THIS DATE. By Order of the Board,
C. MONTAGUE EDE, Chairman.
Hongkong, 9th September, 1922. [1455]

NOTICE

MR. MOLE CHRISTIANSEN having consented to be our representative, power of attorney for us lapses on THIS DAY.
THE ENGINEERS OF CHINA, LTD.
Peking.
MOORE KENNETH, Chairman.
15th September, 1922. [1456]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1) per share for account 1922 will be payable on MONDAY, the 18th September, 1922. Shareholders are requested to apply for Dividend Warrants at the Company's Office, 30, Queen's Road, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 9th September to Monday the 18th September, 1922, both days inclusive.

SHAW, TOMES & CO.
General Managers.

HONGKONG CLUB.

NOTICE

THE SECOND YEARLY DRAWING of the HONGKONG CLUB (1920 issue, \$500 each) was held in the Club House on FRIDAY, the 8th September, 1922, when the following Debentures were drawn for redemption:

29	158	314	808
31	200	370	821
40	251	418	948
54	265	562	600
120	286	571	755

and will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION on SATURDAY, the 30th September, 1922, in exchange for surrender of said Debentures.

By Order,
A. H. LABBAS, Secretary.

Hongkong, 8th September, 1922. [1457]

S.S. "LUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive TENDERS for the temporary repair, fitting, and delivery of the above steamer her stores, apparel and tackle, at the Harbour of Swatow, in a condition for proceeding to Hongkong. Permits for inspection of vessel as the now lies, will be issued on application to the above. [1458]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENAMOI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the Wharves delivery may be obtained. Goods not cleared by the 15th Sept., 1922, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 15th Sept., 1922, at 10 A.M. Claims against the steamer must be presented on or before the 15th Sept., 1922, and must also be submitted within 30 days of arrival otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 11th September, 1922. [1459]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 1 storied brick and concrete building suitable for office and godown.
Further details apply.
[485] W. C. HUMPHREYS & Co.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TU.

WANTED.—1st November, Four or Five Rooms FURNISHED HOUSE, Kowloon or Mid-level preferred. Apply P.O. Box 61. [240]

LOST, between Mountain Lodge and Peak Hotel, One Gold Bar Brace with Three Pearls. Box X.L.Z., Office of this Paper. [239]

WANTED.—Immediately—House or Flat on Bonham Road near to the Diocesan Boys' School. Apply to Box No. V.A., of Daily Press Office. [238]

TO BE LET.—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowington Canal and containing approximately 6,000 square feet on each floor. To be let to the end of the year. Apply Z, office of this paper. [234]

INTIMATIONS

STEAM LAUNDRY COMPANY.
NOTICE IS HEREBY GIVEN that the HONGKONG HOTEL COMPANY, LIMITED, have from the 1st DAY OF SEPTEMBER, 1922, severed their connection with the STEAM LAUNDRY COMPANY, and accordingly as and from one date that will not be responsible for any debt or liability incurred by the said STEAM LAUNDRY COMPANY. For HONGKONG HOTEL CO. LTD.,
J. H. TAGGART, Managing Director.
1476

STEAM LAUNDRY COMPANY.

THE UNDERSIGNED have from the 1st DAY OF SEPTEMBER, 1922, taken over the business of the above named Company as a going concern and as from such date all outstanding accounts due to or from the said Company shall be received or discharged by the undersigned. Dated the 8th day of September, 1922.
LEUNG ENTIN, FONG TAT HANG.
1477

NOTICE

THE BRITISH MUNICIPAL COUNCIL, TIENTSIN, hereby invites applications for the Post of MUNICIPAL ENGINEER. The salary offered is Tls. 700 per annum. Candidates in their applications should state nationality, age, and particulars of past experience. Applications, with copies of testimonials, should be addressed to the undersigned and posted in time to arrive in Tientsin not later than October 1st, 1922.

By Order,
J. R. LYNES, Secretary.

Council Room, Tientsin, August 30th, 1922. [1471]

BRITISH EMPIRE EXHIBITION.
WIMBURY PARK, LONDON.

APRIL—OCTOBER, 1924.

BRITISH FIRMS in Hongkong desirous of exhibiting at the British Empire Exhibition are requested to communicate with the undersigned before the 15th inst. regarding their space requirements. By Order,
D. K. BLAIR, Secretary.

Hongkong General Chamber of Commerce.

Hongkong, 4th September, 1922. [1452]

PARTICULARS

VALUABLE/LEASEHOLD PROPERTY Situated No. 1, WING HING STREET, VICTORIA, HONGKONG. To be Sold by Order of the Mortgagee.

PUBLIC AUCTION, IN ONE LOT.

MONDAY.

The 2nd Day of Oct., 1922, at 3 o'clock P.M. By Messrs. LAMBERT BROTHERS' AT THEIR OFFICE, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the new erections or buildings thereon now known as No. 1, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Vaux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers. [1357]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemiplegia, Ears, Nose, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE the above diseases in less than TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine. The medicine is my own preparation.

Consulting charge ... \$3.00
Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon, 3 P.M. to 6 P.M.

J. B. LAL.

90 KING EDWARD HOTEL, Room No. 48. [1385]

MRS. HAN INOKUCHI, TELEPHONE K 754.

No. 21, ASHLEY ROAD, KOWLOON. Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC), ALSO AT PATIENT'S RESIDENCE BY ARRANGEMENT. [1197]

INTIMATION

WATSON'S

Ye Olde English
Lavender Water

distilled from real Mitcham

Lavender of delicate
Fragrance.

In ELEGANT GLASS BOTTLES

\$1.25, \$2.25 AND \$4.00.

Eau de Cologne
de Luxe

Cloche d'Argent Brand.

An Exquisite Perfume, of Finest
Quality.

In CRYSTAL GLASS BOTTLES

85 Cts., \$1.50 AND \$2.75.

A. S. WATSON &
CO., LTD.,

Chemists and Perfumers.

ESTABLISHED 51 YEARS.

BIRTH.

WYATT.—At Shanghai, on September 7th, to Mr. and Mrs. H. WYATT, a son.

MARRIAGE.

NIEL—PETERSEN.—At Shanghai, on Sept. 5th, EDMOND NIEL, to Miss ELVINE PETERSEN.

DEATHS.

FUEHLERS.—At Shanghai, on September 6th, MARIA, the beloved wife of Capt. B. H. FUEHLERS, aged 61 years.

JACON.—Suddenly, in Chicago, LEOPOLD JACON, General Manager, China and Java Export Co. in China. Deeply regretted.

KING.—At Mokanshan, on September 1st, the Rev. PENEY JAMES KING, of the Church Missionary Society, Shanghai, died at Mokanshan, killed by landslide.

WISH.—At Shanghai, on September 6th, JAMES WISH, of the Shanghai Municipal Police, aged 41.

HONGKONG OFFICE: 10A, DES VEAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1922.

AIR SUPREMACY.

Much has been heard during the past twelve months about Britain losing her supremacy in the air and the Empire's safety and concerning the aircraft industry being imperilled by neglect. Admiral Sir PENEY SCOTT has been especially emphasizing this by pen and speech. He regards the Air—and not the Royal Navy—as the British Empire's "first line of defence." "New weapons and new methods," he wrote recently, "have made defence against attack from the sea easy and inexpensive, for no forts and no battle-ships are required. Adequate defence by any small Power against any great Power could be provided by utilising fast surface craft, submarines, dirigible torpedoes and aircraft. No small Power need fear a battleship coming near her shores if she is properly protected with these modern weapons." As regards aircraft, Sir PENEY SCOTT sums up the present state of affairs as follows: (a) The vital arm of the Royal Navy—the Air Force—has been taken away from it, and quarrelling is now going on to get it back again; (b) Our

Air Force has been neglected in building and development; (c) As a consequence of (b) our aeroplane manufacturers will have to shut down; (d) We are behind most nations in aviation, and consequently are at the mercy of European powers. These views are echoed by men like Admiral MARK KERR, who has had a distinguished career both in the Navy and the Royal Air Force; by Lieut.-Col. J. T. C. MOORE-BRAZAZON, M.P., whose name has long been identified with aviation, and many others. The August number of the *Empire* contains a symposium of views on the question and included among the contributors are the Managing-Directors of the leading firms identified with the construction of aeroplanes. They all represent that, the maintenance of the existing organisations for the production of aeroplanes, involving as it does heavy costs in experimental work, is dependant upon a steady flow of Government orders.

There have been many indications in the news of the past month, however, that neither at the Admiralty nor the War Office is the attitude towards the subject one of indifference, but rather one of very close inquiry. One interesting item in the news of the past month is that the first flying stores and workshop ever constructed in England, built for the Air Ministry, and now being tested, will probably be allotted to the R.A.F. in Mesopotamia. The object is for the machine to accompany an aerial fleet carrying spare parts and machinery for minor repairs, and thus obviating the necessity of the machines returning to headquarters. The machine, which can accommodate nearly three tons freight, is fitted with four engines, driving a single propeller. Such craft as this will apparently be used in connection with the transport of troops by aeroplane, especially in tropical countries. We learn also that a Committee under Lieut.-Col. AMERY, including representatives of the Air Ministry, Admiralty and Colonial Office, has been enquiring into the national value of airships in war time, and a London paper tells us that the Committee is known to entirely favour the Boerley Empire Airship Scheme. It is understood that another committee has been appointed by the Admiralty to make enquiries. The naval authorities are known to be anxious to establish a service as soon as possible, and are even prepared to sacrifice cruisers in order that the scheme may be put into operation. If the Government sanction the proposals it is stated that new airships will be built, embodying all the latest improvements. These items of news do at least indicate official faith in the future of aviation.

Mr. HANDLEY PAGE, in the symposium to which we have referred, makes a strong plea for the subsidisation of civil aviation. "The latest statistics of civil aircraft," as given by Captain GUEST, Secretary of State for Air, show the number of civil machines in the possession of each of the following countries: United States, 1,200 machines; France, 995 machines; Germany 225 machines; Great Britain, 97 machines. Of the 97 in Great Britain only 18, it is stated, are flying in regular service—a very poor showing indeed. Mr. HANDLEY PAGE says the "civil aviation aspect has not gripped the popular imagination in Great Britain because the service is concentrated on a very small part of the world, namely, the London-Paris, and the London-Brussels route. There is no real development of an air route appealing to British and Imperial interests, and practically only administrative results are obtained. Therefore, the increase or decrease of passengers and the faults or good points of the service are magnified from what we might term a microscopic examination of civil aviation, which gives an entirely wrong view of the whole case. That important extensions of the present services are in contemplation was indicated in a recent cable which told us that as a result of Sir W. S. BRANCKEN's efforts to eliminate competition in British air lines the three principal aerial transport companies have been assigned exclusive routes to Paris, Brussels and Berlin respectively. The last named will be a new service calling at Amsterdam, Bremen and Hamburg, and is intended to form the first stage of the all-British route to India via Vienna and Constantinople. It is in the development of communications by air with the Dominions that the Empire can best keep its aeroplane manufacturing organisations in existence in a good state of efficiency and so maintain an essential factor in what the nations of the world are coming to regard as the new "first line of defence."

The Manila Observatory yesterday afternoon reported a typhoon in about 140deg. Long. E. and 16deg. Lat. N., direction unknown.

A robbery is reported from Shui Shui Po. Robbers on Monday afternoon, forced open the back door of No. 63, Lai Chi Kok Road, and stole jewellery and money to the value of \$385.

The engagement is announced of Mr. R. D. W. Sheepshanks of Messrs. Butterfield & Swire, Hankow, to Miss Lillian G. Jones, daughter of Mr. and Mrs. Lewis Jones of the China Inland Mission, Hankow.

The great reception to Dr. Sun Yat Sen at Shanghai has again been postponed. The reception committee having been unable to discover a suitable venue, Dr. Sun objects to use of the International Institute, says the Chinese Press, and there was no quorum when the General Chamber of Commerce was to have met to consider granting the use of their premises. The number of institutions joining in the welcome has grown to 130.

A German named Knabe was fined \$20 in the Mixed Court at Shanghai last week for assaulting a coolie and ordered to pay \$3 compensation to the coolie. The Court said that while the story of the coolie could not be relied on, attention had to be called to the fact that the poor coolies were assaulted too often for no apparent reason. Too many people used their fists on them and it was the duty of the Court to protect the coolie as well as any other person.

A correspondent asks:—How would you like to pay Tls. 2,300 for the privilege of being annoyed by a telephone? This is the price at which, I have been told, a particular number has been sold recently in Japan. Lucky or easy numbers realize a much higher price than others, and in Tientsin, a "good" number costs Y.700 or Y.800, besides, of course, the usual quarterly payments. This may be a hint to our Telephone Co. Mr. Selfridge was commonly understood to have paid even more for "No. 1 Gerrard" than the *Daily Mail* did not "Holborn one might double nought."—*N.C. Daily News*.

The question whether a Consul of the United States has the right to banish an American subject from his jurisdiction has been argued in the United States Court at Shanghai. Charles Hannings, the defendant in the action was the manager and part owner of the Belmont Hotel in Tientsin, and while in that capacity was charged with assault and battery on the persons of Chinese employes. Consul-General Fuller sentenced defendant to an imprisonment term with the alternative of a banishment from China and, preferring the latter, defendant left Tientsin. In Shanghai, however, defendant consulted Mr. Haskell, who applied for a writ of *habeas corpus*, pending Judge Lobinger's arrival. Judge Lobinger ruled that the banishment of an American citizen is a penalty unknown to the law of the United States and contrary to the spirit of American institutions. Even from the United States, only aliens may be deported, he said.

We regret to record the death of Mrs. Tso Chi On, daughter-in-law of Mr. S. W. Tso (solicitor), which occurred after a short illness at the Italian Convent Hospital, Caine Road, on the 10th inst. The deceased leaves a husband and a baby son to mourn her loss. The funeral took place yesterday at the Chinese Permanent Cemetery at Aberdeen, the Rev. A. D. Stewart officiating at the graveside. Wreaths were sent by the following:—C. O. Tso (husband), Mr. and Mrs. S. W. Tso (father and mother-in-law), Mrs. W. C. Fung (mother), Brothers and Sisters-in-law, St. Paul's Girls' School English Class, Dr. C. C. Wu, Mr. and Mrs. B. Wong Tape and family, Miss K. Woo, Messrs. Ho Wing Kin, Wong Shiu Pun, Chan Tak Wa, Chan Tak Kwong, Lu Po Lun, Lu Po Hang, Lu Po Sum, Lee Kai Fai, Loh Hin Loi, Yuen Ki Yuen, H. J. Muggford, Lee Ying-Pui, Tsang Tsun, Ma Tsun Cheong, Chau Ching Yuk, Li Shiu Man, Wong Lu Kung, Ng Kai Wing, Tsang Pak Woon, Chung Kam Chan, Chung Kam Oi, Wong Kwong Tin, Dr. Ho Ko Chun and family, Hip Wo Import and Export firm, Rev. and Mrs. A. D. Stewart, St. Paul's College Hostel, St. Paul's Old Boys' Union, Compradore Staff of Holt's Wharf, Kowloon, Chinese Staff General Office, Holt's Wharf, and many others.

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.



Get Back Health & Strength

Get back health and strength by the aid of Hall's Wine—the great British tonic restorative. If suffering from heat fatigue, if enfeebled by strain or overwork, Hall's Wine will help you. It vitalises and enriches the blood, which in turn nourishes and strengthens the nerves. Hall's Wine will give new life and vigour, and all the qualities needed to withstand the daily strain. It has been widely used in Great Britain for over a quarter of a century—and is recommended by doctors, nurses and patients. The testimony of users shows that its timely merits are greatly appreciated.

Hall's Wine

THE SUPREME TONIC RESTORATIVE



A lady says: "Hall's Wine has made me feel better than I have ever felt in my life." "I was terribly weak and I can honestly say that Hall's Wine has made me almost a new man." A case that seemed hopeless: "I was in a serious condition. My case seemed hopeless. I tried Hall's Wine and am now fit enough to return to work." Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and Wine On Co. Ltd., and Sincere Co. Ltd. Sole Importers: STEPHEN SMITH & CO., LTD., ROW, LONDON, ENGLAND.

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to
The Sole Agents—**DODWELL & CO., LTD.**
MACHINERY DEPARTMENT.
TELEPHONE C/1030.

SERMON BY WIRELESS.

LONDON CHURCH RECEIVES THE FIRST.

A temporary wireless aerial constructed by means of clothes props on the roof of a London church on July 30th, received what was stated to be the first "broadcast" sermon: The Peckham Christian Union made the innovation, and the sermon of the president of the union (Dr. J. Boon), spoken into a microphone at the Burdette Aerial Works at Blackheath, was received at Christ Church, McDermott-road, Peckham. The sermon could have been, and, from messages received after, was, in fact, heard by "listeners" within a radius of 100 miles from Blackheath.

At Christ Church a three-valve receiving set was installed and fixed to a table in front of the pulpit rails, and the words were heard with remarkable clearness all over the building. The church was filled to overflowing, and points in the sermon, which was preached from John III., verse 16, were emphasised with extraordinary clarity. In the phrase, "I believe in the Bible from cover to cover," the preacher's expressiveness was conveyed, and when he dwelt on the great faith of Christianity in "the fact of God, the fact of Christ, and the fact of the future life," it was also unmistakable.

Seen by a Press representative on his return from Blackheath, Dr. Boon was particularly gratified to hear of the success of the experiment. "It was not the same as preaching to a congregation," he remarked, "but I have no doubt, it has come to stay. It commands a wide field in which to spread the Gospel, and although it has yet to be perfected, I am convinced it will prove a valuable means of bringing the Gospel into the very homes of the people."

ISLAND PARADISES.

WHERE PEOPLE GO TO AVOID TAXES.

The Chancellor of the Exchequer stated in Parliament that he proposes to ask for increased contributions to the Imperial Exchequer from the Isle of Man and the Channel Islands. In the case of the Isle of Man any addition to the statutory contribution of £10,000 a year will require legislation.

Lieut. Colonel Asheton Pownall pointed out that income tax in the Isle of Man does not exceed 1s. 5d., in the £; that in Guernsey the income tax is 7d. in the £; and that in Jersey there is no income tax. In the financial year 1920-21 Jersey and Guernsey together contributed £10,000 towards the cost of Imperial defence.

Jersey has frequently been described as the island of the tax-free and the taxpayers' ideal of Paradise. One man who became a resident there last year reckoned that he lived for a whole year for nothing. He explained this apparent paradox by saying that the money he would have paid in income tax paid the whole of his expenses for 12 months.

Officers on furlough, especially from India, are taxed in Britain if they stay there longer than six months. By going to Jersey after the six months has elapsed they avoid taxation altogether. Needless to say, the floating population of the island is largely composed of these officers, while the permanent residents include many half-pay and retired officers whose means will not permit them to live in Britain.

British limited companies, to avoid paying the registration fees of the country, also exploited the advantage of the tax-free island, to such an extent that this year the Jersey Legislative Assembly passed a Bill requiring companies making application for registration to deposit 1s. 6d. per £100 of nominal capital.

BACK TO SCHOOL AT 71. A YOUTHFUL OLD LADY.

A woman aged 71 is among the latest undergraduates to be enrolled by Columbia University, New York. Her name is Mrs. A. P. Crawford, and she lives at Greensboro, North Carolina. Fifty years ago she graduated from Vassar College, the American Girton, with a first-class degree. She is now the mother of six children.

I am going to school again (says Mrs. Crawford) in order to keep mentally alert and up to date. There is no need for anyone to grow mentally old. These rapidly changing times demand new viewpoints; the woman of to-day must keep herself well informed as part of her duty as a citizen.

Mrs. Crawford refuses to admit that there is anything strange in her action in resuming her studies at such an advanced age. "I lost my job when my children grew up and married," is her reply. "Now I must keep myself occupied in some other way."—Times.

WHAT INCOME SHOULD A GIRL MARRY ON?

A curious sidelight on the scale of living in the United States is furnished by the fact (as reported in the American Press) that a poll was recently taken of the girl students in Delaware University on the question: "What should a husband earn to begin married life?" The elder girls answered \$2,500 (£500). The second-year students said \$3,000 (£600); and the freshmen asked for \$5,000 (£1,000) a year. The younger a girl, it seems, the larger her notions of what it costs to live. It is that the freshmen have been brought up entirely in the atmosphere of post-war extravagance, while their elders have still some recollection of less hectic days of an earlier period. An English journal, reproducing the above, remarks that it would be a bad lookout for English boys if English girls insisted on a minimum income of £200.

When in doubt about your eyes

or your glasses

Consult

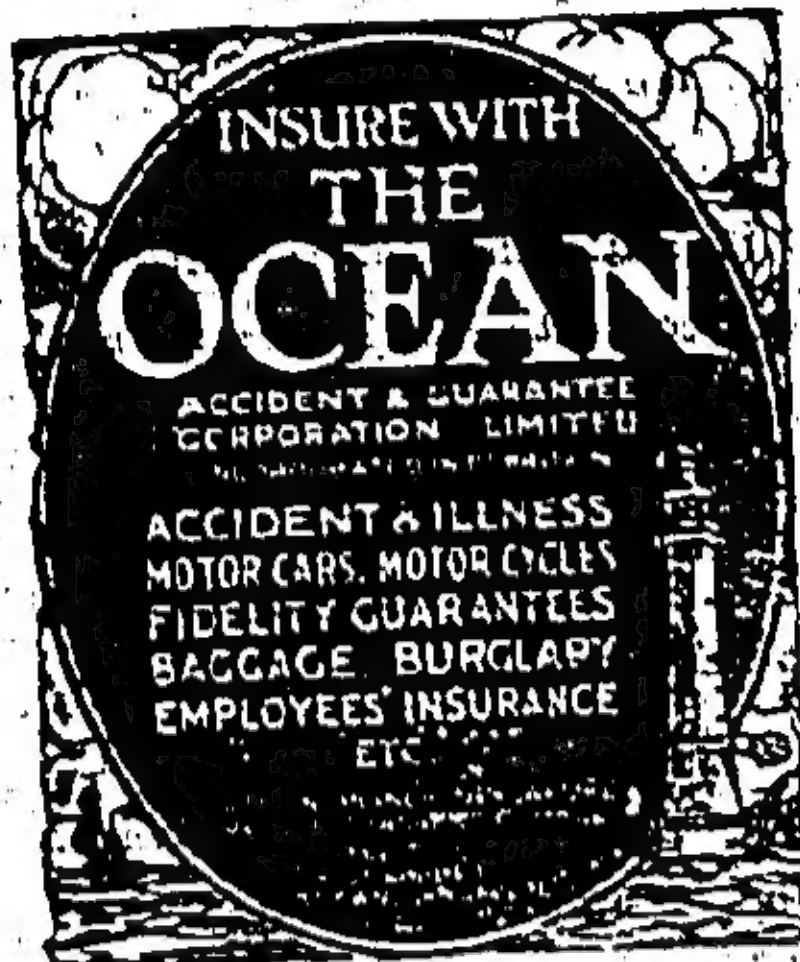
CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

12971



INSURE WITH
THE OCEAN
ACCIDENT & LIABILITY
CORPORATION LIMITED
ACCIDENT & LIABILITY
MOTOR CARS, MOTOR CYCLES
FIDELITY GUARANTEES
BAGGAGE BURGLARY
EMPLOYEES' INSURANCE
ETC.

SHANGHAI OFFICE—
304, PEKING ROAD.

AGENTS for Hongkong

and South China,

DODWELL & CO., LTD.

TELEPH. C. 1030 2, QUEEN'S BUILD.



Rubber Cushion
Clasps Cannot
Tear the Hose

The rubber cushion clasp holds the hose between rubber and rubber and that is an exclusive feature found only in the

PARIS GARTERS

grip the hose so surely—so securely—without the slightest inconvenience to the wearer or possibility of tearing the hose. That is one of the famous five reasons why Paris Garters are so generally worn by well dressed men the whole world over—and the other four reasons are just as good.

But be SURE that they are Paris Garters. An imitation is more than apt to disappoint you and you can avoid that by taking care. All haberdashers sell Paris Garters in double and single hose grip and in other cotton or silk. Insist on getting the genuine.

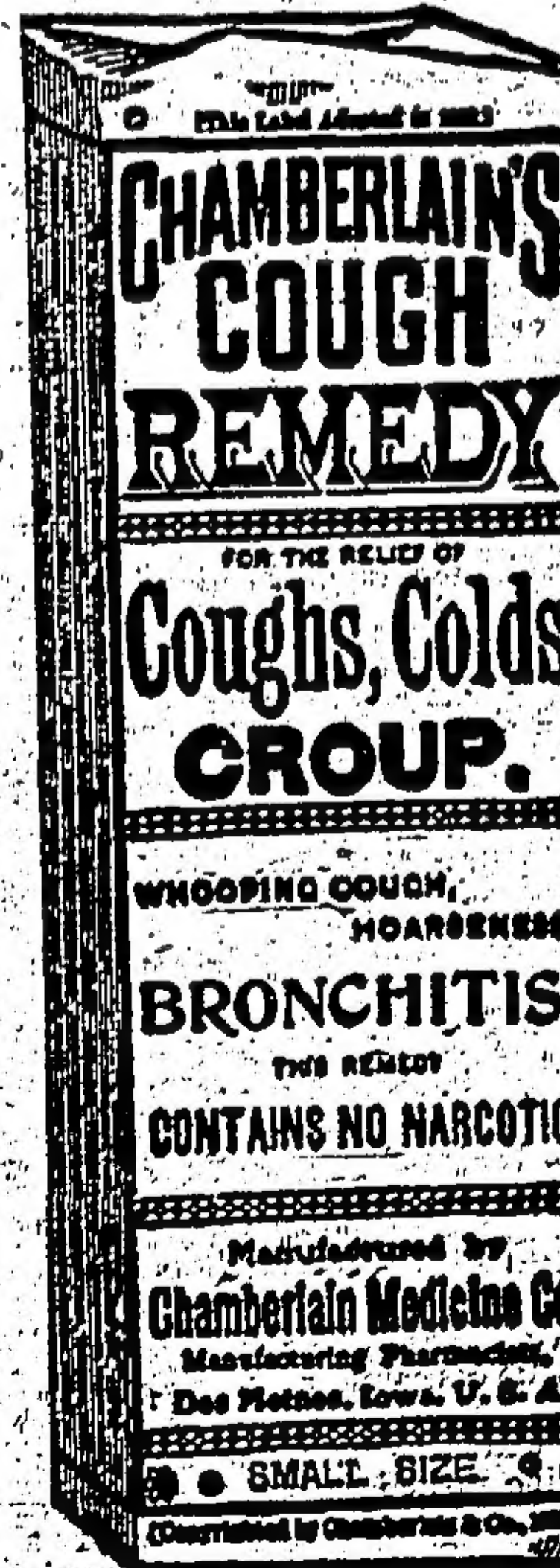
ASTEN & COMPANY

Makers—Chicago, U. S. A.

Distributors:

Haller & Phipps (Asia), Ltd.

Hong Kong



THE NEW POWER
THERAPION NO. 2
THERAPION NO. 3

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 P.M. and 9.15 P.M.

TRIANGLE SPECIAL PRESENTATION

TAYLOR HOLMES

"UPSIDE DOWN."

PHOTOPLAY OF "LOVELY REASON."

2.30 & 7.15 p.m.

EILEEN SEDGWICK in "THE GREAT RADIUM MYSTERY."
Episodes, 10 & 11.

USUAL PRICES. BOOKING AT THE THEATRE.

REMOVAL NOTICE.

HAVE REMOVED TO
No. 16, Des Vœux Rd., G.,

(Between Our Former Premises and Blue Bird's)

On display New Stock of
MANILA HEMP HATS,
SWATOW DRAWN WORKS,
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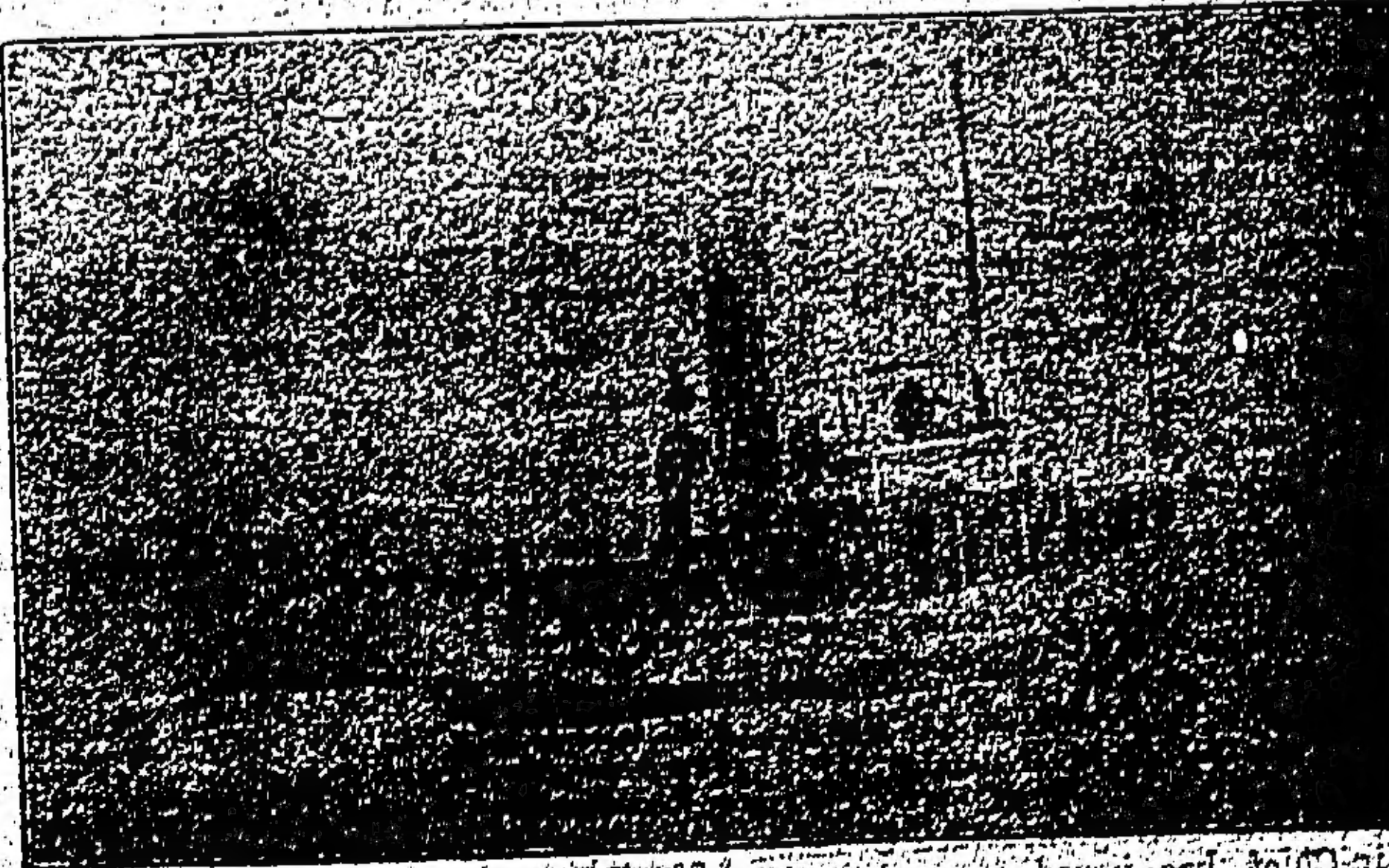
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THE ANATOMY OF FEAR.

PREVENTION OF "SHELL SHOCK."

[BY "THE TIMES" MEDICAL CORRESPONDENT.]

The report of the War Office Committee of Inquiry into Shellshock is a document of so great interest as to merit the attentive study of every one interested in human nature. It is no less than an anatomy of fear. It probes far into the dim processes of the mind which determine character and conduct.

Yet, reading it, one is conscious of a sense of disappointment. It is so admirable—as far as it goes. That fatigue, cold, sleeplessness, chronic infections and defective family histories are determinants of nervous instability is obvious to all. That the terrific stimulus of a high-explosive bombardment is above human endurance over prolonged periods is obvious also. What we hoped to know was whether there are specific and definite agents, poisons, which, if present in a man's body, make it certain that he will suffer the breakdown with which the report deals. This question is answered to some extent, but not with the precision which might have been hoped for.

For a number of infections are classed together as possible or even probable predisposing agents. They are classed with cold, with fatigue, with sleeplessness, with privation. We have no sharp distinction drawn between stimuli and the mechanism of the transference of stimuli—the nervous system. And so no special infection has been picked out as the one which, by raising nervous irritability, exaggerates every stimulus passing along the excited nerves.

It may be that no such special shock-inducing infection exists. It may be that any agency reducing human resistance—as the Committee seem to imply, will in certain cases, in the presence of high explosives, lead to this disaster. But there exists in the minds of some observers a doubt as to that. Evidence is not wanting that certain specific and definite poisons exist which have the peculiar power of affecting the nervous system directly, and in a manner different from all other poisons, and go, as it were, of sensitizing their victims to all external stimuli. This side of the subject does not seem to have been very fully considered.

PREVENTION AND CURE.

The main recommendations are:—

The term "shell shock" should be eliminated from official nomenclature, the disorders hitherto included under this heading being designated by the recognized medical terms for such conditions.

Concussion or commotion attended by loss of consciousness and evidence of organic lesion of the central nervous system or its adjacent organs (such as rupture of the membrana tympani) should be classified as a battle casualty.

No case of psychoneurosis or of mental breakdown, even when attributed to a shell explosion or the effects thereof, should be classified as a battle casualty any more than sickness or disease is so regarded.

In all doubtful cases it is desirable to have the classification determined by a Board of expert medical officers after observation in a neurological hospital.

Dealing with the question of prevention, the Committee recommended:—

TRAINING.

Every possible means should be taken to promote moral, esprit de corps, and a high standard of discipline.

Training should be sufficiently prolonged to ensure that the soldier is not only physically fit and efficient, but also that he has had time to acquire such a standard of moral as will enable him to put the welfare of his unit before his own personal safety.

Close observation should be made by officers, both regimental and medical, and by non-commissioned officers of the unit on individuals during the whole of their training, so that abnormalities from which mental or nervous instability may be inferred may not be overlooked. For this purpose there should be the frankest co-operation between regimental and medical officers.

The study of character, so far as it is applicable to military life, is recommended for all officers with a view to teaching man-mastership.

Special instruction should be given to Royal Army Medical Corps officers in psychoneurosis and psychoses as they occur in war, and selected officers should be encouraged to specialize in the study of these disorders.

ON ACTIVE SERVICE.

The practice of withdrawal of officers and men showing incipient signs of nervous breakdown or overfatigue for rest either in battalion or divisional area should be officially recognized and systematized.

So far as the military situation permits, hours of duty in the front line in stationary warfare should be short, especially in bad sectors. Adequate rest and organized recreation should be provided for units when out of the line.

Monotony should be avoided by changing units, as circumstances permit, between fronts and sectors. Leave home should be encouraged.

The promotion of all measures making for good sanitation and the physical comfort of the men, both in the line and also in rest billets and base depôts, should receive constant attention.

Rest of mind and body is essential in all cases showing signs of incipient nervous breakdown, and when possible it should be given under conditions of security and comfort and freedom from all military duties.

The fullest use should be made of convalescent depôts for retraining and hardening men discharged from hospital. These units should invariably be pervaded by an atmosphere of complete cure.

The above recommendations, suitably modified to meet particular circumstances, should be applied to the other fighting services, state the Committee.

WEATHER REPORT.

Sept. 13th, at 8.40.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 80 miles of Lat. 29 deg. N. Long. 119 deg. E., moving N.W.

September 13th, at 11.50.—Pressure has decreased moderately at Fookshing and Shanghai and slightly at Hongkong. It has increased slightly at Taihoku and is nearly stationary over Indo-China.

The typhoon entered the coast at about midnight between Shanghai and Fookshing. At 3 a.m. this morning it was in about Lat. 29 deg. N. and Long. 119 deg. E., moving N.W. or N.N.W. It appears to be less severe this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 13th Sept., 0.05 inch. Total since January 1st, 88.96 inches, against an average of 69.92 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast
District S. winds, lightly to moderate; fair to showery.

Hongkong to Gap Rock ... The same as No. 1.

Formosa Channel ... The same as No. 1.

South coast of China between (The same as No. 1.)
Hongkong and Lamook ...

South coast of China between (The same as No. 1.)
Hongkong and Hainan ...

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 13th.

	Previous Day	On Date	On Date
	at 1 p.m.	5 a.m.	1 p.m.
Barometer	29.64	29.62	29.62
Temperature	85	78	84
Humidity	75	91	83
Wind Direction	N	Calm	N
Force	1	0	1
Weather	0	0	sp
Rain	0.01	0.00	0.07

Highest open-air Temperature on 11th ... 87

Lowest open-air Temperature on 13th ... 78

HONGKONG TIDE TABLE.

From Sept. 13th to 19th, 1922.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	13	h. m.	ft. in.	h. m.	ft. in.
		0 53	6 1	7 49	3 8
Thurs.	14	h. m.	ft. in.	h. m.	ft. in.
		1 44	6 2	8 18	3 8
Fri.	15	h. m.	ft. in.	h. m.	ft. in.
		2 35	6 3	8 54	3 8
Satur.	16	h. m.	ft. in.	h. m.	ft. in.
		3 26	6 4	9 30	4 1
Sun.	17	h. m.	ft. in.	h. m.	ft. in.
		4 17	6 5	10 36	4 1
Mon.	18	h. m.	ft. in.	h. m.	ft. in.
		5 08	7 0	11 31	4 1
Tues.	19	h. m.	ft. in.	h. m.	ft. in.
		5 59	7 1	12 18	4 1

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1922		W.I. No.	W.I. No.
	Highest W.I. ever recorded	Lowest W.I. ever recorded		
Wachow, W. River	+78.50	-2.42	42.00	38.80
Kongmoon, W. River	+14.70	-0.80	9.80	9.00
Linkongshow, N. River	+57.08	—	12.00	12.00
Bamabul, N. River	+27.25	-5.00	16.80	15.50
Shakiang, E. River	+15.15	-0.98	8.40	8.70

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TIENTSIN	"CHEONGSHING" Thursday, 14th Sept. 4 p.m.
NEWCHWANG & ANTUNG	"WAISHING" Friday, 15th Sept. Noon.
MANILA	"LOONGSANG" Friday, 15th Sept. 8 p.m.
TSINGTAU via SWATOW	"TINGSANG" Sunday, 17th Sept. Noon.
TSINGTAU via SWATOW	"FOOSHING" Tuesday, 19th Sept. Noon.
BANGKOK via SWATOW	"CHAKSANG" Tuesday, 19th Sept. Noon.
TSINGTAU via SWATOW	"HOPANG" Thursday, 21st Sept. Noon.
SANDAKAN	"MAUSANG" Friday, 22nd Sept. 3 p.m.
STRAITS & CALCUTTA	"FOOKSANG" Monday, 25th Sept. 3 p.m.
BANGKOK via SWATOW	"FRUANG" Tuesday, 26th Sept. Noon.
HAIPHONG via HOIMOW	"MINGSANG" Wednesday, 27th Sept. 8 a.m.
STRAITS & CALCUTTA	"KUTSANG" Saturday, 30th Sept. 3 p.m.
KOBE	"LAISANG" Thursday, 5th Oct. Noon.
KOBE	"NAMSANG" Tuesday, 10th Oct. Noon.
KOBE	"HOSANG" Sunday, 15th Oct. D.L.

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Vessel	Leaves Hongkong	Discharges
"GLENGLIDE"	23rd September.	
"GLENNAVY"	25th September.	
"GLENAPP"	5th October.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	24th Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENARIFFE"	18th Oct., GENOA, MARSEILLE, LONDON, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

September 11th.

Egra, British str., 2,315 tons, Capt. J. Warden, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Van Vollenhoven, French str., 704 tons, Capt. P. B. Morgan, from Hoihow, with a general cargo.—Kai Yue & Co.

Al'ic Tai, Chinese str., 484 tons, Capt. Lam Ng Wu, from K. C. Wan, with a general cargo.—Wai Hing & Co.

Paolce, Chinese str., 840 tons, Capt. S. Sano, from Weihaiwei, with a general cargo.—Yue Tai Hong.

Georgie, French str., from Canton.

Greeneth, British str., from Canton.

Utsuno Maru, Japanese str., 3,380 tons, Capt. M. Takaki, from Manila, with a general cargo.—O.S.K.

Hyson, British str., 4,104 tons, Capt. A. S. Blues, from Singapore, with a general cargo.—B. & S.

Kunehou, British str., from Canton.

Kowara, British str., 4,249 tons, Capt. W. F. Cossey, R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Pikhoi, British str., 1,227 tons, Capt. J. T. Jeune, from Weihaiwei, with a general cargo.—B. & S.

Shimizu Maru, Japanese str., from Canton.

Sinkang, British str., 1,816 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo.—B. & S.

Taiyo Maru, Japanese str., 2,567 tons, Capt. Terasaki, from Keelung, with coal.—Y.K.K.

Tijlbeet, Dutch str., 3,635 tons, Capt. R. Pala, from San Francisco, with a general cargo.—J.C.J.L.

Van Oon, Dutch str., 2,880 tons, Capt. F. Schlette, from Amoy, with a general cargo.—J.C.J.L.

Chidlar, for Swatow.

Egra, for Amoy.

CLEARANCES.

September 11th.

Chunyang, for Hoihow.

Dewey, for Manila.

Kingon, for Hoihow.

Sawa Maru, for Shanghai.

Chidlar, for Swatow.

Egra, for Amoy.

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Empress Asia	Nov. 2	Nov. 20	Nov. 21
Empress Canada	Nov. 18	Dec. 4	Dec. 5
Empress Russia	Nov. 30	Dec. 18	Dec. 19
Empress France	Oct. 3	Oct. 10	Oct. 11
Empress Britain	Oct. 17	Oct. 24	Oct. 25
Empress France	Oct. 31	Nov. 6	Nov. 7
Minnedosa	Nov. 22	Nov. 30	Nov. 31
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YOSHINO MARU ... Thursday, 14th Sept., at 11 a.m.

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TAMBA MARU (omitting Shanghai) ... Monday, 18th Sept.

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Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND
MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN

Sailings, subject to alterations.

Steamer	For	Sailing on or about
"SEMILAN"	Amsterdam, Rotterdam, Hamburg & Bremen	14th Sept.
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Oct.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

Yok Building.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 30th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF YOKOHAMA" ... 30th Sept. ... London, Antwerp, Hamburg & Leith.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF YOKO" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF SINGAPORE" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF POONA" ... mid. Dec. ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

REISS & CO. CANTON.

THE BANK LINE, LTD.

(Tel. Central 780).

[31]

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., & CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BRISTOL" ... Via Suez Canal ... 15th Sept.
 S.S. "CITY OF LINCOLN" ... Via Suez Canal ... 25th Sept.
 S.S. "PELEUS" ... Via Suez Canal ... 5th Oct.
 S.S. "CITY OF MELBOURNE" ... Via Suez Canal ... 15th Oct.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, & THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SOHN, LTD.)

HONGKONG AND CANTON.

REISS & CO., CANTON.

[75]

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "ANGERS" ... 15,000 ... On or about 15th Sept.
 "AZAY LE RIDEAU" ... 15,000 ... On or about 25th Sept.
 MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, ANGO, SUEZ & PORT SAID ... "AMAZON" ... 11,000 ... On or about 19th Sept.
 "ANGERS" ... 15,000 ... On or about 3rd Oct.
 "ANGERS" ... 15,000 ... On or about 17th Oct.
 "AZAY LE RIDEAU" ... 15,000 ... On or about 31st Oct.
 "PORTOS" ... 20,000 ... On or about 14th Nov.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI, "LT. ST. LOUBERT-BIE" ... About 26th Sept.
 HARVE, DUNKIRK, "LT. DE MISSIESSY" ... Mid-Oct.
 ANTWERP, "MEKAM" ... 1st part Nov.
 "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—

REPRESENTATION:

Telephone Central 740.

A. JOBAED, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Slices and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 or 15 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 15th Sept., at 1 p.m.
 HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 19th Sept., at 1 p.m.
 HAICHING ... Capt. J. S. Thomson ... Friday, 22nd Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAK & CO.,

General Manager.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India**Apcar and Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

SR.	Tons	From Hongkong (about)	Destination
"NOVARA"	6,850	13th Sept. 11 a.m.	(Singapore, Penang, Colombo, Aden, Port-Said, Marseilles & London.)
"BOUPAN"	6,696	22nd Sept.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp.)
"KALYAN"	9,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,055	8th Nov.	Marseilles, London & Antwerp.
"KARNIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	8th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	do.
"ELASSY"	7,300	10th Jan. 1923	Marseilles, London & Antwerp.
"SAFDINTA"	6,580	24th Jan.	do.
"NELLORE"	6,583	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA" ... 6,949 ... 13th Sept. 1 p.m. (Calcutta via Singapore, & Penang.)

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ... 6,000 ... 5th Oct. (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"EGRA" ... 5,108 ... 13th Sept. 7 a.m. Amoy.
 "JAPAN" ... 6,052 ... 22nd Sept. Japan.
 "MANTUA" ... 10,902 ... 24th Sept. Shanghai & Japan.
 "DONGOLA" ... 8,055 ... 7th Oct. Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Excess Luggage not more than 35 lb. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Hazards, etc., apply to—

MACKINNON, MACKENZIE & CO.

32, Des Voeux Road Central, HONGKONG.

Agents.

[1]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Wednesday, 20th Sept.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE—PASSENGER SERVICE.

"TACOMA MARU" Tuesday, 19th Sept.

BOMBA, COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BURMA MARU" Monday, 25th Sept.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" Sunday, 17th Sept.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Daigun—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" Saturday, 16th Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALPS MARU" Friday, 11th Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"KAIJO MARU" ... Every Sunday.

"HAMAKURA MARU" ...

TAKAO via SWATOW & AMOY. ... Thursday, 21st Sept.

"ROBBU MARU" ... I. YABUDA, Manager.

Tel. Central No. 4020.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone Central 3103.

Telegrams (Furness).

(Incorporated in Great Britain),

St. George's Building.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For SHANGHAI & TSINGTAO ... "KANCHOW" ... On 13th Sept. D.L.
 SHANGHAI ... "TIENSHIN" ... On 13th Sept. 3 p.m.
 SAIGON ... "KANSU" ... On 13th Sept. D.L.
 HAIPHONG ... "KARHOI" ... On 14th Sept. 9 a.m.
 AMOY & SHANGHAI ... "SZECHUEN" ... On 14th Sept. 4 p.m.
 SWATOW & AMOY ... "KINGYUAN" ... On 15th Sept. D.L.
 WEIHAIWEI, CHEEFOO & NEWCHOWANG ... "HANGCHOW" ... On 15th Sept. 4 p.m.
 AMOY, MANILA, CEBU & LOILO ... "TEAN" ... On 16th Sept. D.L.
 SHANGHAI & TSINGTAO ... "SINKIANG" ... On 16th Sept. 4 p.m.
 WEIHAIWEI, CHEEFOO & TIENSHIN ... "HUICHOW" ... On 16th Sept. 4 p.m.
 SWATOW & SINGAPORE ... "KWANGTUNG" ... On 17th Sept. 4 p.m.
 SHANGHAI ... "SUIYANG" ... On 17th Sept. 4 p.m.
 SWATOW & BANGKOK ... "KALGAN" ... On 18th Sept. 4 p.m.
 SHANGHAI & TSINGTAO ... "LIANGCHOW" ... On 19th Sept. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Steamers, Saloon accommodation, amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weasung.

HANGKOK LINE—Weekly service to and from Hangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SOHN, LTD.)

Telephone Central 35.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sohn, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"TAIYUAN"	30th Sept.	4th Oct.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares: Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SOHN, LTD.) Agent.

Telephone Central No. 35.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.**TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ 3620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO

S.S. "PRESIDENT CLEVELAND" ... Formerly "GOLDEN STATE" ... Sept. 18th, noon ... Oct. 8th.

S.S. "PRESIDENT WILSON" ... Formerly "EMPIRE STATE" ... Oct. 4th ... Oct. 26th.

S.S. "PRESIDENT TAST" ... Oct. 14th ... Nov. 15th.

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG AND RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHANALLEN" ... Oct. 10th.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141; Cable Address "SOLANO." Union Building, Hongkong.

AGENTS AT CANTON—REISS & CO.

[33]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "TRIESTE" ... sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE

S.S. "PERSIA" ... sailing on or about 23rd September.

S.S. "TRIESTE" ... sailing on or about 22nd October.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

[74]

